

**SUMTER COUNTY BOARD OF COMMISSIONERS
EXECUTIVE SUMMARY**

SUBJECT: Preliminary Engineering Study, C468 from US301 to FL Turnpike

REQUESTED ACTION: For information

☒ Work Session (Report Only)

DATE OF MEETING: 4/19/2011

☐ Regular Meeting

☐ Special Meeting

CONTRACT: ☐ N/A

Vendor/Entity: Volkert Engineering

Effective Date: 4/9/2010

Termination Date: 5/10/2011

Managing Division / Dept:

Public Works/Engineering

BUDGET IMPACT: NA

☐ Annual

FUNDING SOURCE: _____

☒ Capital

EXPENDITURE ACCOUNT: _____

☐ N/A

HISTORY/FACTS/ISSUES:

Volkert Engineering was issued the task order to conduct a preliminary engineering study (PES) on the section of C 468 from US 301 to the Florida TPK in April 2010. They are nearing the completion of that study.

On February 24, 2011 Public Works and Volkert held a public meeting for this PES at the VSCSC, which was well attended. The proposed alignment and typical sections were displayed and staff from the PWD and Volkert were on hand to answer questions and take input. There is some opposition to the

A complicating factor to completion of the this PES is the probable requirement to have Progress Energy lines relocated prior to construction, and the relation of this project and Progress Energy lines, to two other projects on C468; the TPK interchange and 4 laning C468 from the TPK to SR44. All three projects have Progress Energy relocation requirements, which the PWD is trying to resolve in one unified effort to minimize costs. This could require an extension to the PES.

See attached power point presentation. After this workshop, PWD plans to bring the final PES back to the BOCC on May 10, 2011 for approval, subject to the Progress Energy issue mentioned above.

C-468 From US 301 to Florida's Turnpike Preliminary Engineering Study

April 19, 2011

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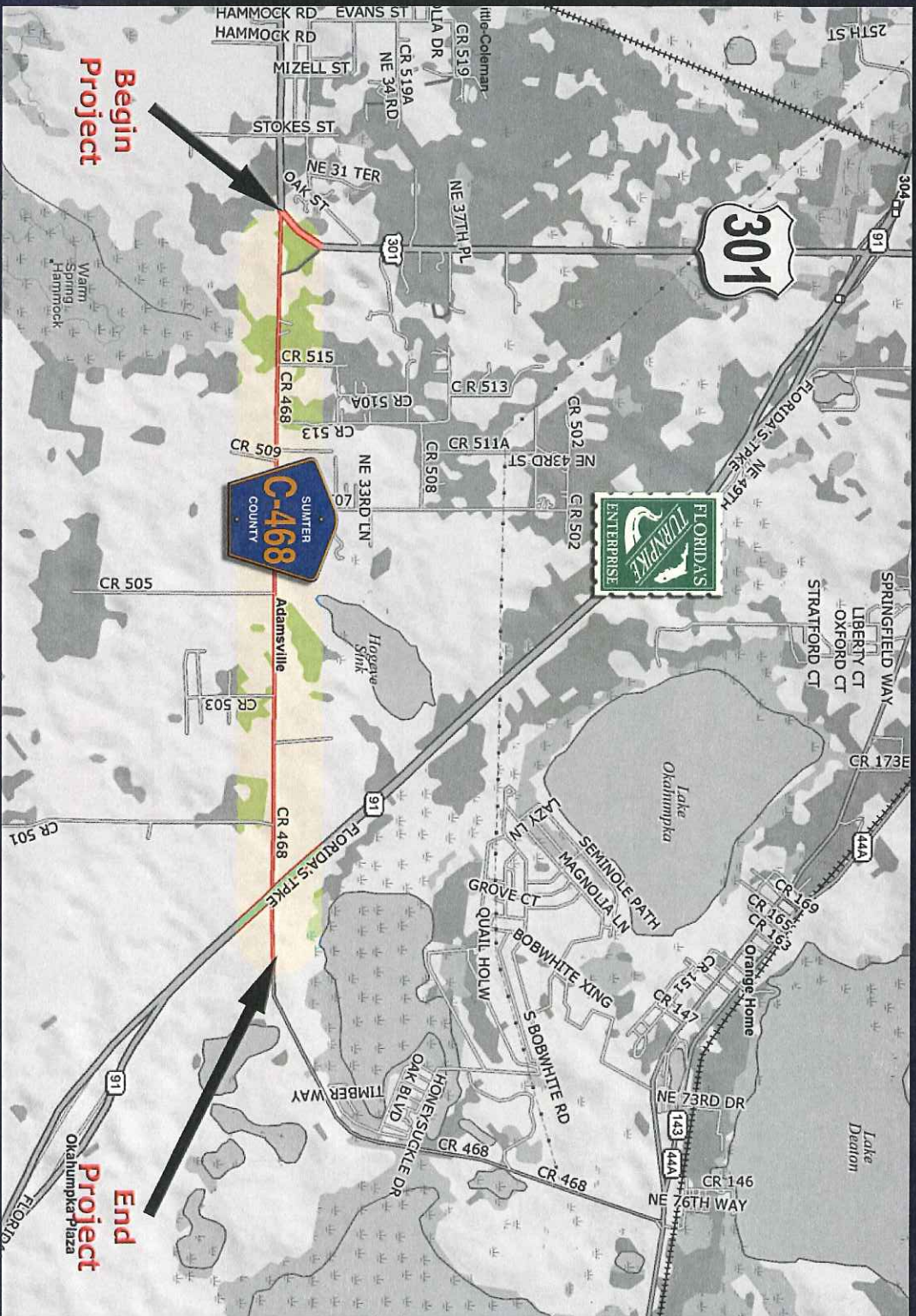
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FROM US 301 TO EAST OF FLORIDA'S TURNPIKE PRELIMINARY ENGINEERING PRESENTATION



Location Map



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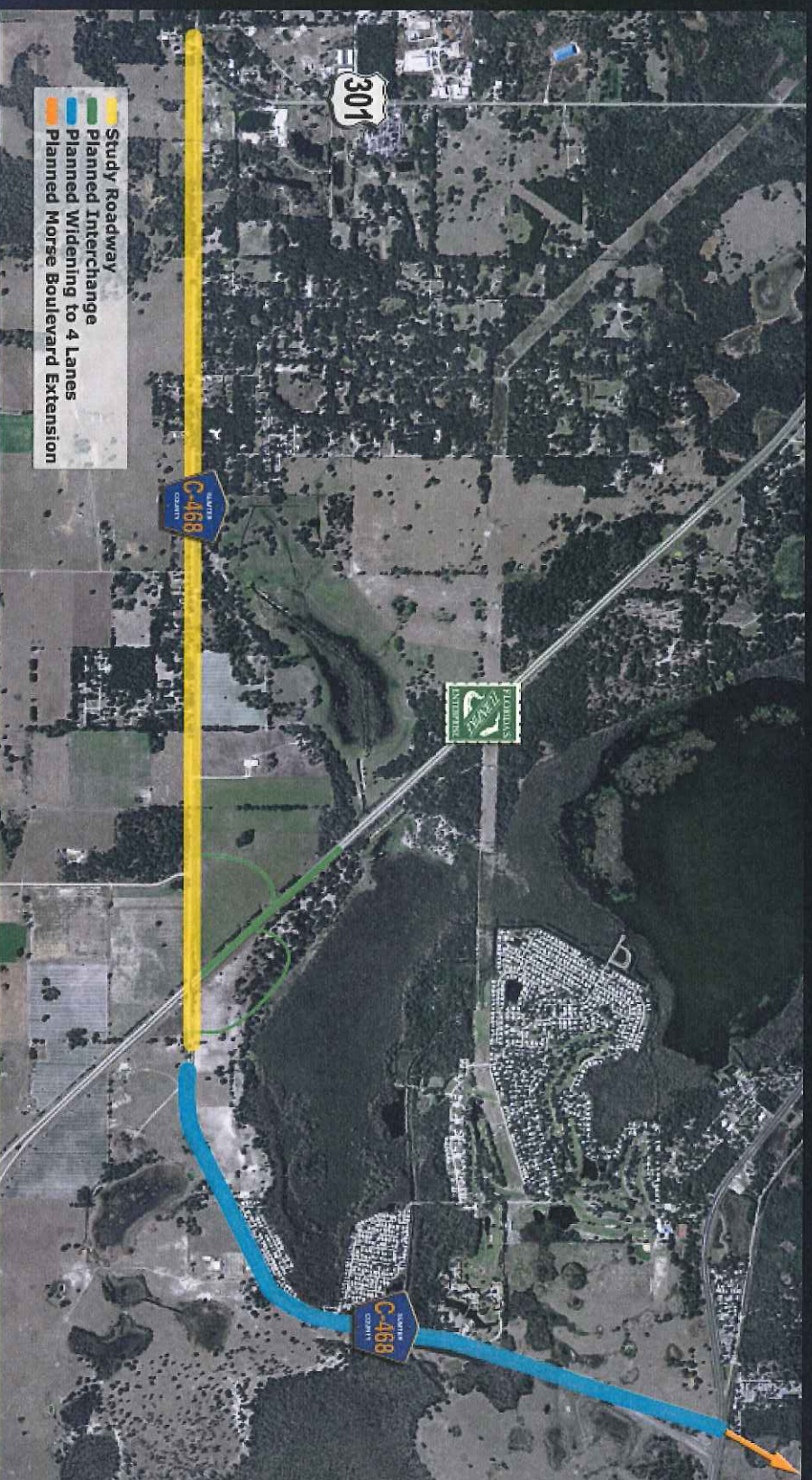
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Study Objectives

- Develop a corridor alignment and typical sections that minimize impact to adjacent property, existing or proposed developments, wetlands, historical or archaeological sites and protected wildlife
- Determine the lane geometry to accommodate future, design year 2035 traffic volumes

Adjacent Roadway Improvements



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Future Daily Traffic Projections



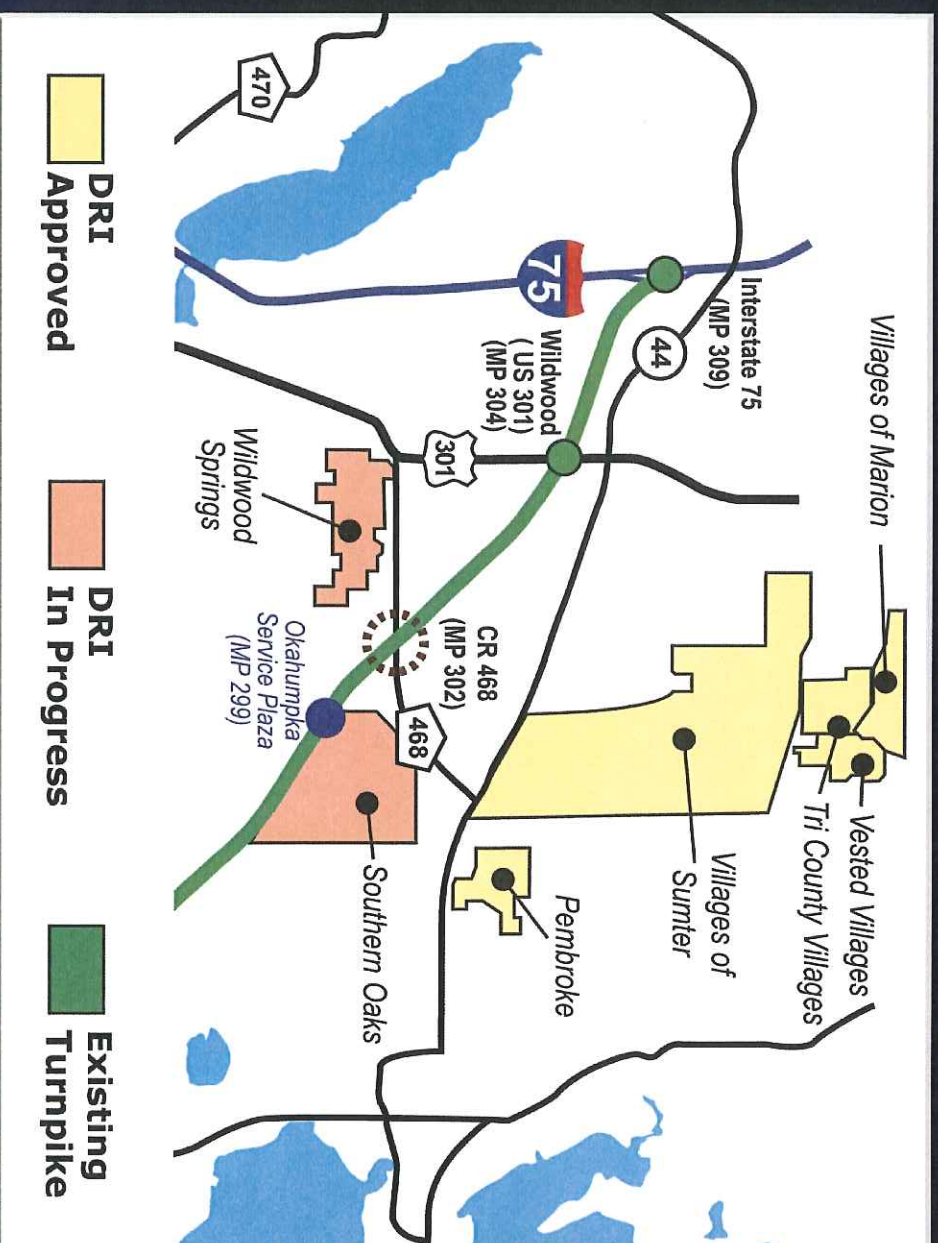
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Future Development



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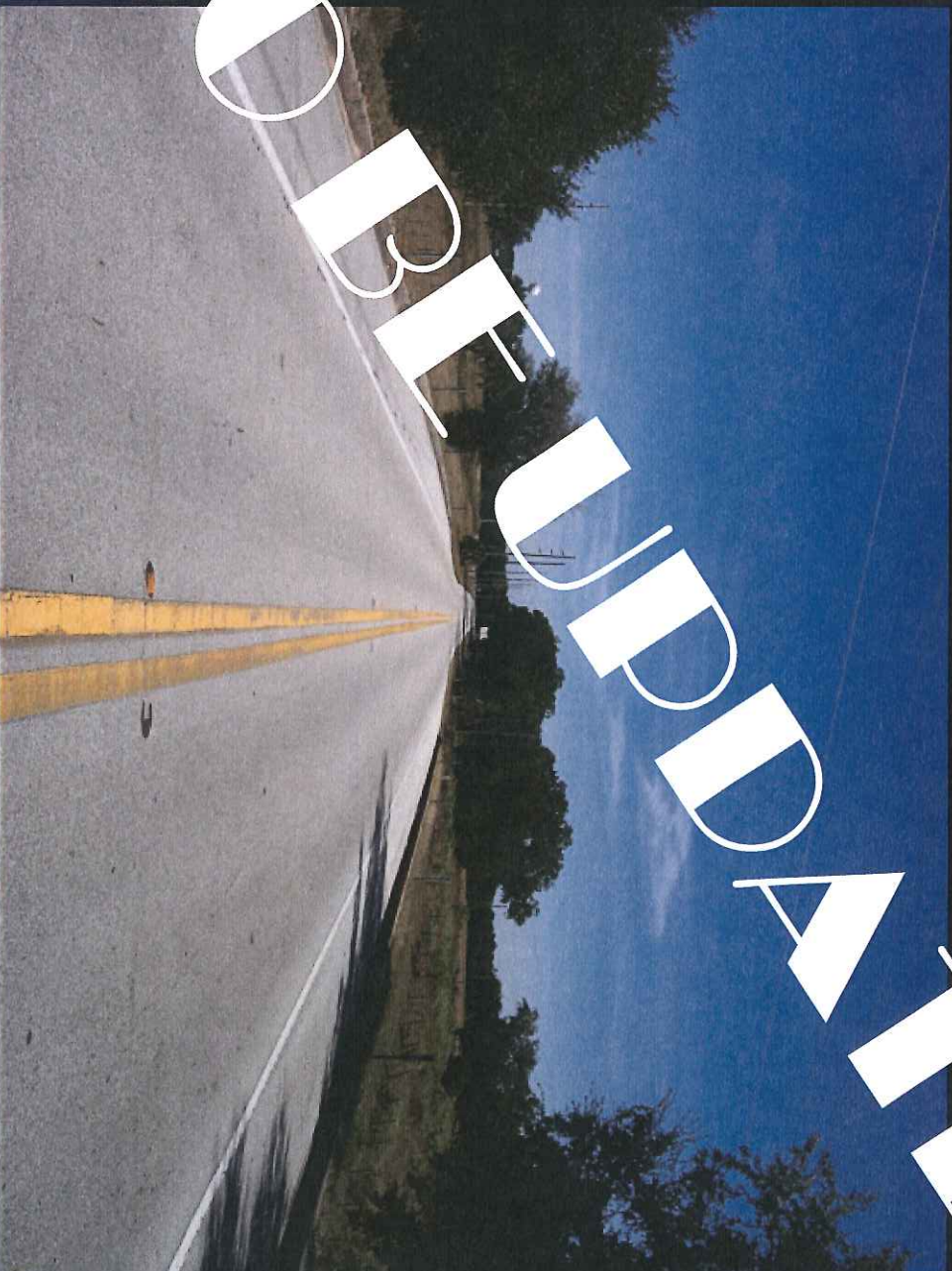


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Existing Cross Section

TRIPDART



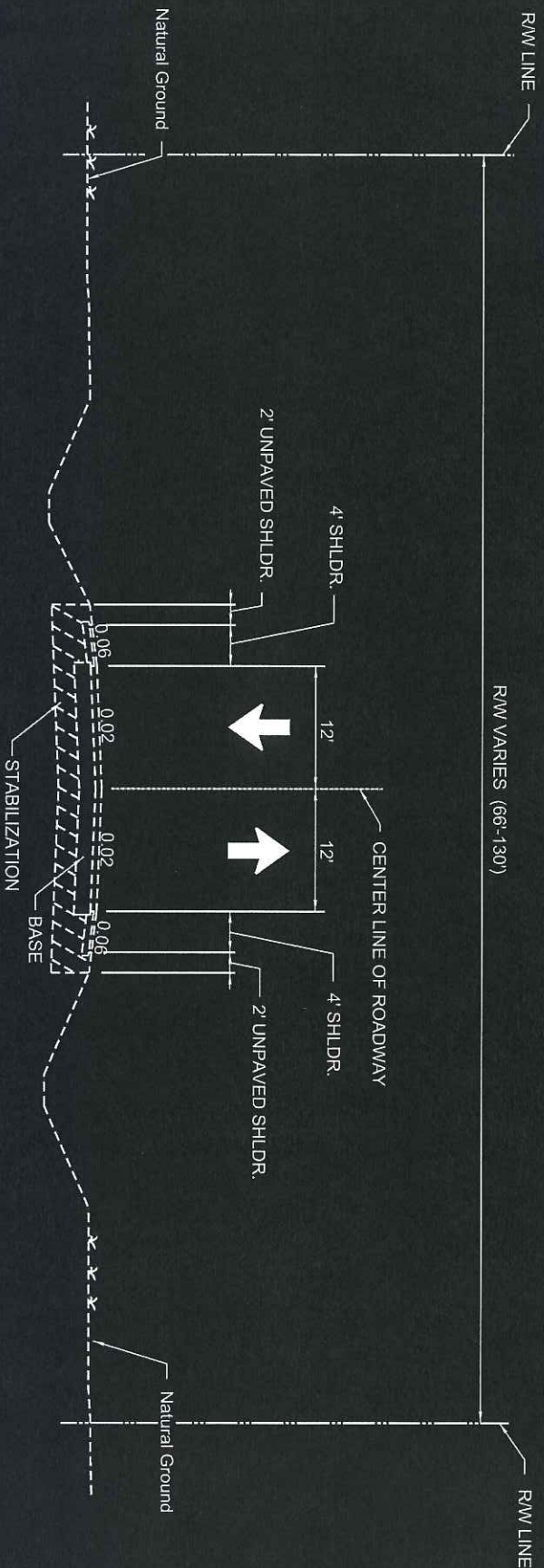
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Existing Typical Section



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Recommended Build Alternative

- Four-lane, divided urban and suburban typical sections with bike lanes and sidewalks
- Signalization and improvements at US 301, CR 501, and the Turnpike off-ramp
 - Wildwood Springs Proportionate Share Agreement is approved and therefore Wildwood Springs will build the 4 lane entrance/intersection improvement at US 301
- Project ties into the future widening on the east side of Florida's Turnpike
 - Typical sections will transition to match

Recommended Build Alternative

- New alignment will widen to the south until the Adamsville Cemetery, then transition to the north for the remainder of the project length
- Large portion of right of way needed will be dedicated by the Wildwood Springs DRI on the west end of the corridor
- A sister bridge will be constructed across Florida's Turnpike to accommodate four lanes of traffic

Proposed Cross Section



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US 301 Connector – to be constructed by Wildwood Springs



SUMTER
C-468

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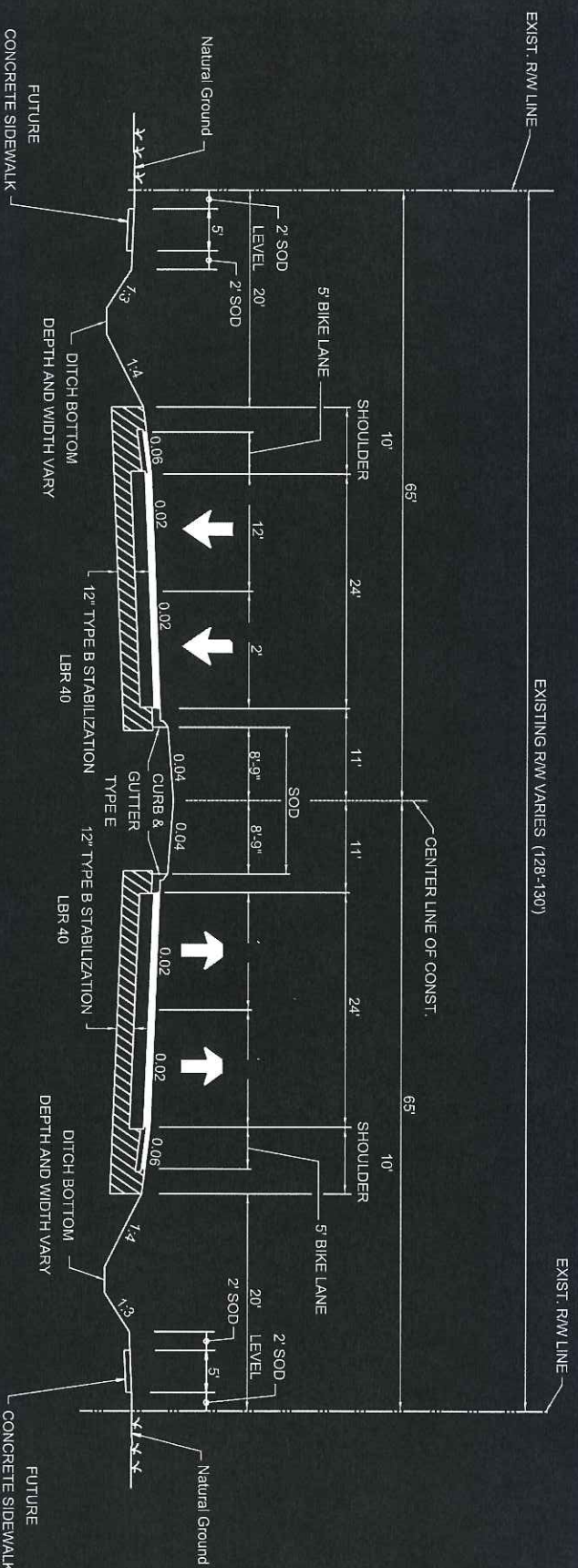
From US 301 Connector to CR 505



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Proposed Suburban Typical Section



From CR 505 to end of project

Suburban typical section will transition to match urban typical section of the eastern widening

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Proposed Alignment



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Proposed Alignment



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Proposed Alignment



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Public Involvement

- Public Meeting February 24th 2011 at the Sumter County Villages Complex
- Attendance was approximately 60 people
- Nine comments were submitted, requesting additional information regarding their properties
- Two informal petitions were submitted, stating they were not in favor of the widening

Environmental Impacts

- Minor social improvements include the addition of bike lanes and sidewalks
- No Archaeological or Historic site impacts
- No wetlands impacted, Wildwood Springs to address their impacts
- No impacts to wildlife and associated habitat
- Minor noise impacts, with mitigation analysis to be completed during Final Design

Drainage/Pond Siting

- Existing roadway section has closed drainage basins
- Proposed roadway section has a closed drainage system including linear retention ponds and joint use ponds
- Nine drainage basins along the new alignment
- Several alternative pond sites were made for each of the existing drainage basins

Cost Estimate - Recommended Alternatives

Item	Estimated Cost
Mainline Right of Way Acquisition (approx. 2.30 Acres)	\$350,000
Pond/DRA Right of Way Acquisition (approx. 16 Acres)	\$1,200,000
New Bridge (300 feet)	\$1,800,000
Design and Construction	\$14,400,000
Total	\$17,750,000

Coordination

- Coordination with Kimley-Horn & Associates providing information and design for the new turnpike interchange
- Power pole easement and relocation coordination with Progress Energy continues

Summary of Recommended Alternative

Disadvantages

- Design and construction costs
- Relocation of power poles

Advantages

- Meets traffic demand for anticipated growth and developments
- Provides bicycle and pedestrian facilities
- Minimal right of way acquisition required
- Provides a safer roadway for the traveling public

Questions?

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FROM US 301 TO EAST OF FLORIDA'S TURNPIKE PRELIMINARY ENGINEERING PRESENTATION

